

BookletChartTM

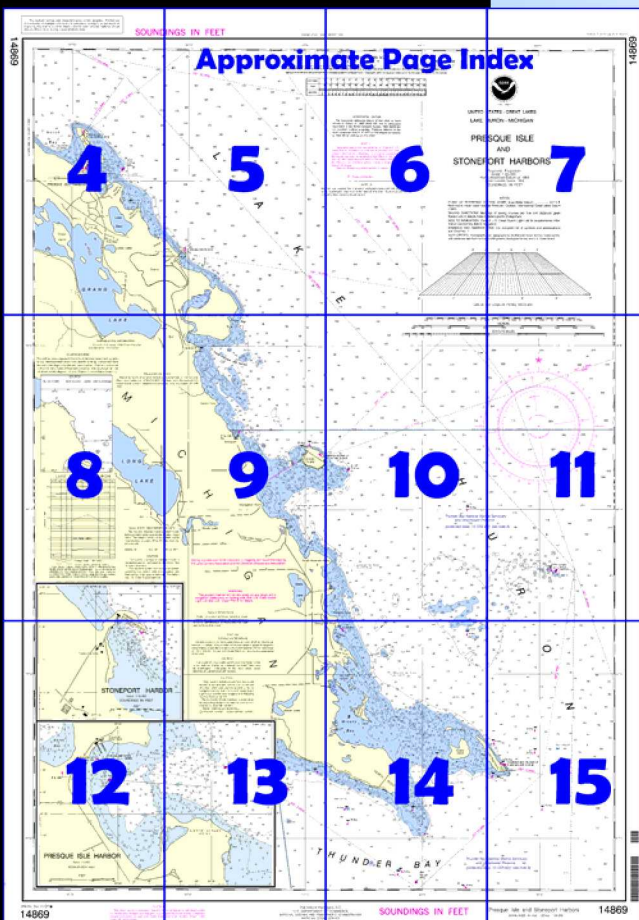
Presque Isle and Stoneport Harbors

(NOAA Chart 14869)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

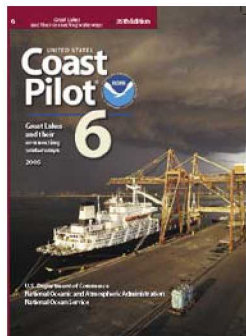
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 10 excerpts]

(243) **Thunder Bay Island**, 3 miles ENE of North Point, is the outermost of a group of islands connected to shore by a shallow bank with numerous rocks, submerged and awash.

Thunder Bay Island Light (45°02.2'N., 83°11.7'W.), 63 feet above the water, is shown from a white conical tower with attached dwelling on the SE shore of the island. A shoal with depths of 2 feet extends 0.2 mile SE from the island. Deep-draft vessels should not pass inside Thunder Bay

Island. The E side of the island is deep-to. A wreck, covered 43 feet, is 13.6 miles ESE of Thunder Bay Island Light.

(244) **Sugar Island**, just W of Thunder Bay Island, is 2 miles NE of North Point. **Gull Island** is just N of Sugar Island. The passage between Sugar Island and North Point should only be used by small craft with

local knowledge, because a rocky ledge makes out from the N side of the point almost to the island.

(245) Between Sugar Island and Thunder Bay Island is a small area of shelter from NW, NE, and E winds with good holding ground in 6 to 10 feet. Entrance to this area is from S; it is unsafe to enter from N because of a shoal and small islet between the NW end of Thunder Bay Island and Gull Island. The holding ground S of Sugar Island and SW of Thunder Bay Island is not good, rock and stone bottom.

(247) From Potter Point NNW for 7 miles to abreast Middle Island, the shoreline is irregular and shallow water extends generally less than 0.7 mile offshore. A boulder, covered 13 feet, is about 1 mile E of Potter Point. Submerged net stakes are 1 to 2 miles offshore. **Stonycroft Point**, 1 mile N of Potter Point, is marked by a private light. Three piers and a launching ramp are on the S side of the point.

(249) **Middle Island** is about 1.5 miles offshore about 6.5 miles N of Potter Point. Middle Island Light (45°11.6'N., 83°19.3'W.), 78 feet above the water, is shown from a white conical tower, orange bands in middle, with detached dwelling on the E side of the island. The island is surrounded on all but the NE side by flats with depths less than 6 feet that extend about 0.2 mile off. A 5-foot shoal is about midway between the island and the mainland, and there are other patches with depths 9 to 12 feet. Passage through this area is not recommended without local knowledge. A small ledge with rocks that uncover is 0.6 mile SE of Middle Island. A lighted buoy is off the E side of the ledge and marks the E extent of the shallows surrounding Middle Island.

(250) There is anchorage SW of Middle Island with protection from S through W to NE winds in fair holding ground, clay and boulder bottom. NW of the island there is protection from SE winds in good holding ground, mud and sand bottom. When using these anchorages, give the island sufficient berth to avoid the surrounding flats.

(251) **Rockport, Mich.**, about 2.4 miles WNW of Middle Island, is a small private harbor used primarily by sport fishermen. A small point of land protects the harbor on the E. The submerged remains of a former sand and gravel breakwater extend 500 feet N from the point. The area is very shoal and should be avoided. The pier and detached cribs of a former limestone loading dock are in the harbor. The inner crib is marked by a private light. The outer crib is in ruins and submerged. A basin SE of the pier has a natural launching ramp.

(252) **False Presque Isle Harbor**, 3 miles N of Rockport, is a secure harbor protected on the N by **False Presque Isle** (45°16.0'N., 83°24.0'W.), a nearly detached body of land that projects E from shore. The harbor provides protection from SW through N to NE winds with fair anchorage in depths of 20 to 30 feet. The S side of the harbor is bordered by shoals with depths of 7 to 10 feet that extend 1.2 miles offshore. An 18-foot shoal is 0.9 mile SE of False Presque Isle in the center of the harbor approach. A boulder, covered 15 feet, is 0.5 mile SE of the 18-foot shoal.

(254) **Stoneport, Mich.**, about 2 miles NW of False Presque Isle, is a private harbor operated by the Lafarge Corp. for the shipment of limestone. An L-shaped breakwater extends from shore 1,000 feet NE, thence 1,200 feet SE. A 928-foot dock with a deck height of 12 feet is along the inner side of the SE arm of the breakwater. The facility has open storage for 60,000 tons of limestone, and a conveyor system can load vessels at 5,500 tons per hour. In 2002, the reported controlling depth alongside was 23.5 feet. **Stoneport Light** (45°17'48"N., 83°25'06"W.), 55 feet above the water, is a seasonal, private aid shown from a white cylindrical structure on the outer end of the dock. Private buoys mark the SW limit of the deep water in the dock area. A buoy about 0.8 mile SE of Stoneport Light marks the harbor approach.

(255) **Presque Isle**, about 25 miles NNW of North Point, is a peninsula almost completely detached from the mainland. **Presque Isle Light** (45°21.4'N., 83°29.5'W.), 123 feet above the water, is shown from a white conical tower with attached dwelling on the N end of Presque Isle.

The light marks the turning point for vessels bound for the Straits of Mackinac. The tower of an abandoned lighthouse is on the S end of Presque Isle.

Table of Selected Chart Notes



I

 Pump-out facilities

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (Accurate location)  (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Alpena, MI KIG - 83 162.55 MHz



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and is considered equivalent to the World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

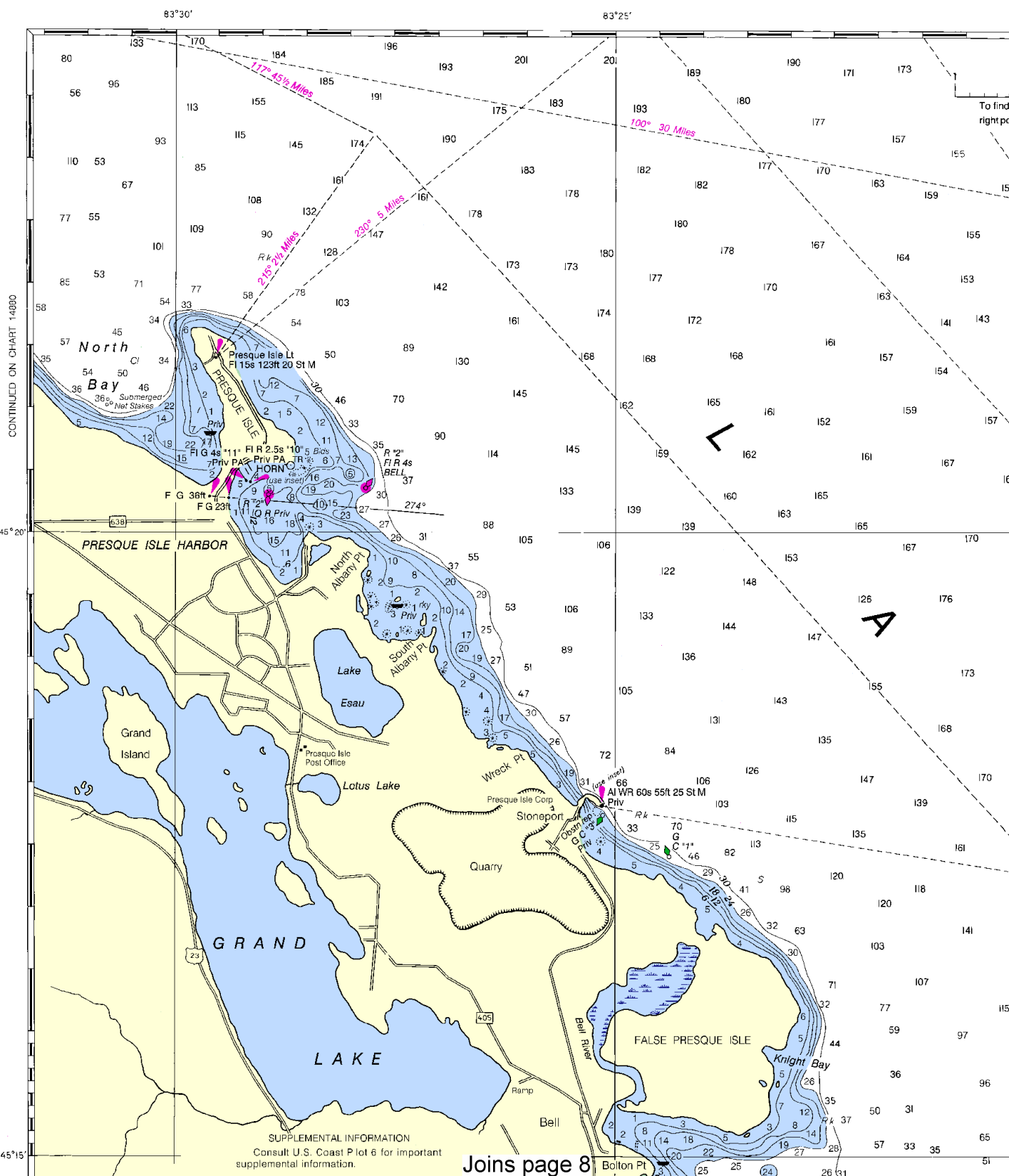
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

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SOUNDINGS IN FEET

14869



4

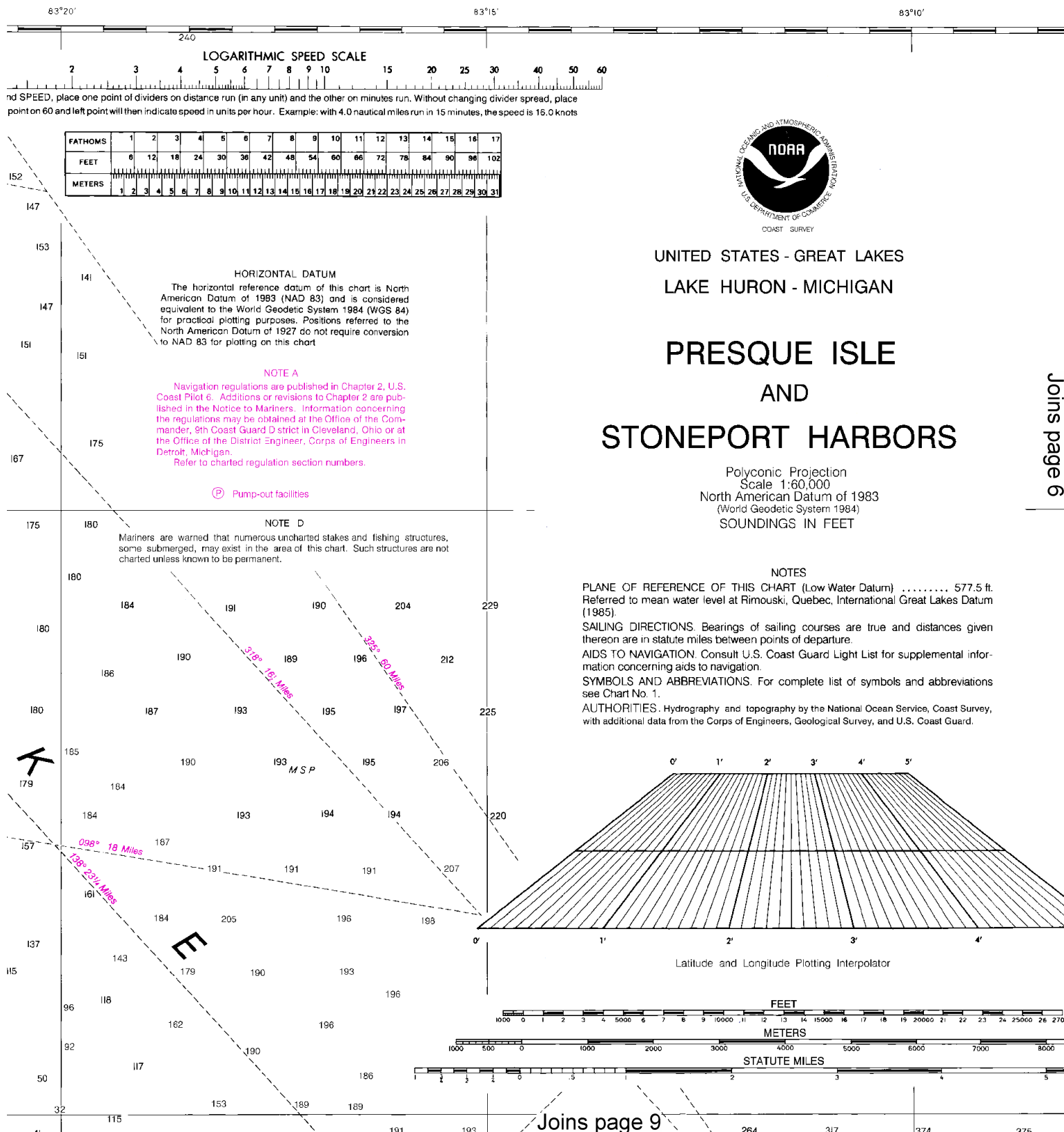


Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.



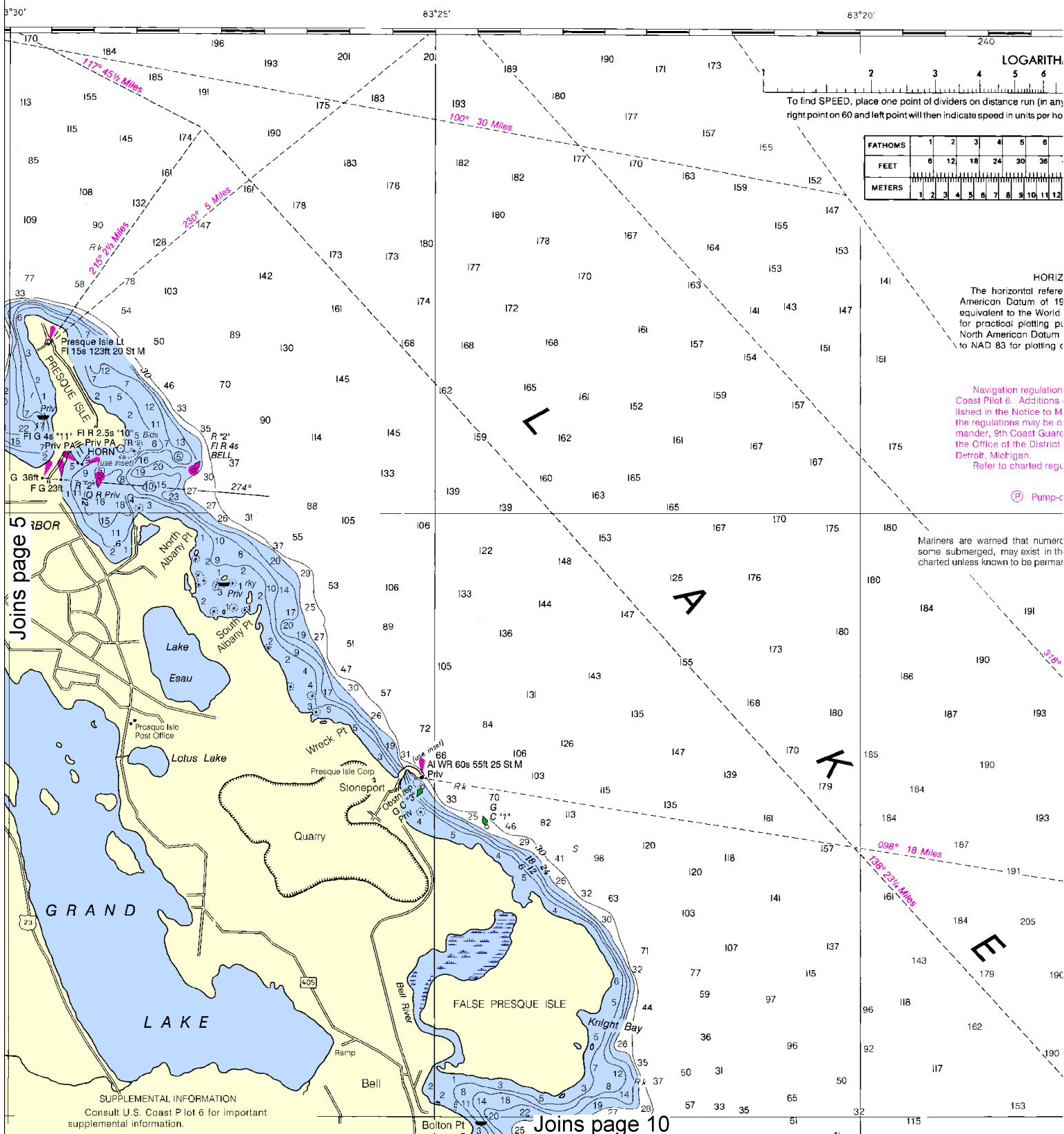


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:80000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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ti corrections, additions, or comments for
Chart Division (N/CS2), National Ocean
20910-3282.

SOUNDINGS IN FEET

Formerly LS 537, 1st Ed., 1860 KAPP 133C



6



Printed at reduced scale.

SCALE 1:60,000

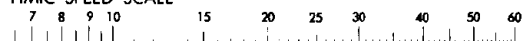
See Note on page 5.



83°15'

83°10'

HMIC SPEED SCALE



any unit) and the other on minutes run. Without changing divider spread, place hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

7	8	9	10	11	12	13	14	15	16	17
42	48	54	60	66	72	78	84	90	96	102
12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31		



UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

PRESQUE ISLE AND STONEPORT HARBORS

Polyconic Projection
Scale 1:60,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

HORIZONTAL DATUM

reference datum of this chart is North 1983 (NAD 83) and is considered the same as the World Geodetic System 1984 (WGS 84) for all practical purposes. Positions referred to the datum of 1927 do not require conversion on this chart

NOTE A

Changes are published in Chapter 2, U.S. Coast and Geodetic Survey Notices to Mariners. Information concerning this chart is obtained at the Office of the Commandant in Cleveland, Ohio or at the Office of the Engineer, Corps of Engineers in Vicksburg, Mississippi

Publication section numbers.

Obstruction facilities

NOTE D

Areas uncharted stakes and fishing structures, the area of this chart. Such structures are not shown.

NOTES

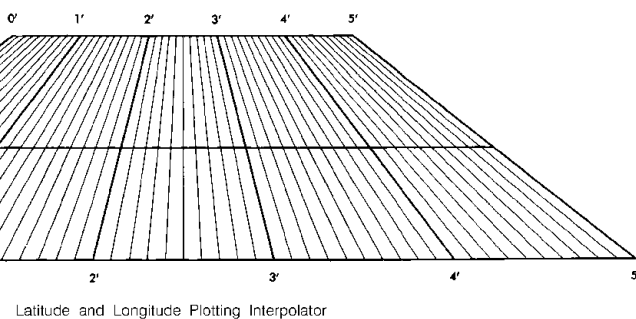
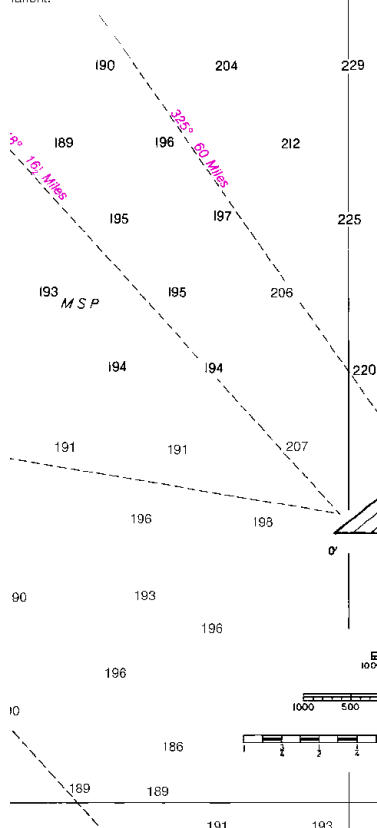
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AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



Latitude and Longitude Plotting Interpolator



METERS



Joins page 11

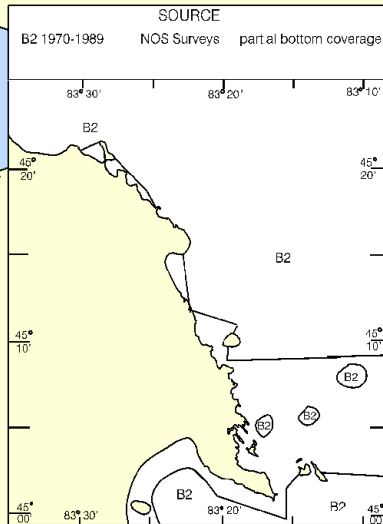
Joins page 4

L A K E

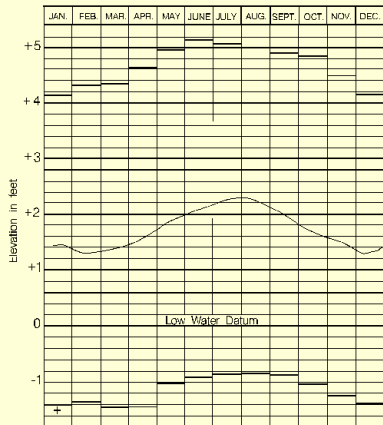
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LAKE MICHIGAN - HURON



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WARNING

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RADAR REFLECTORS

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CAUTION
POTABLE WATER INTAKE

Joins page 12

Printed at reduced scale.

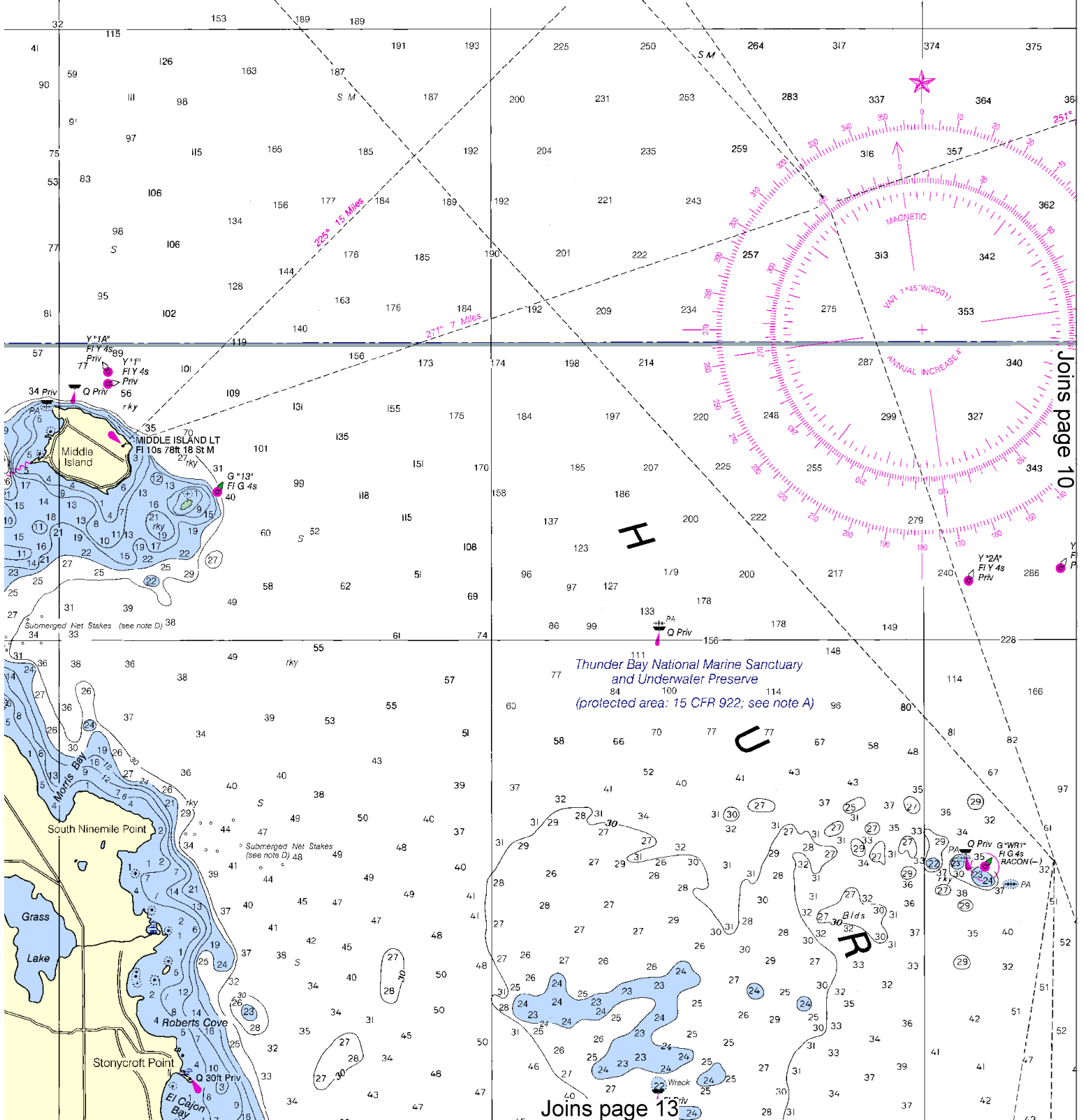
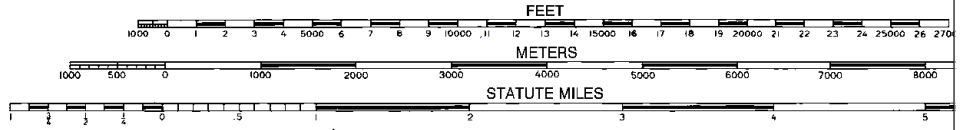
SCALE 1:60,000

See Note on page 5.



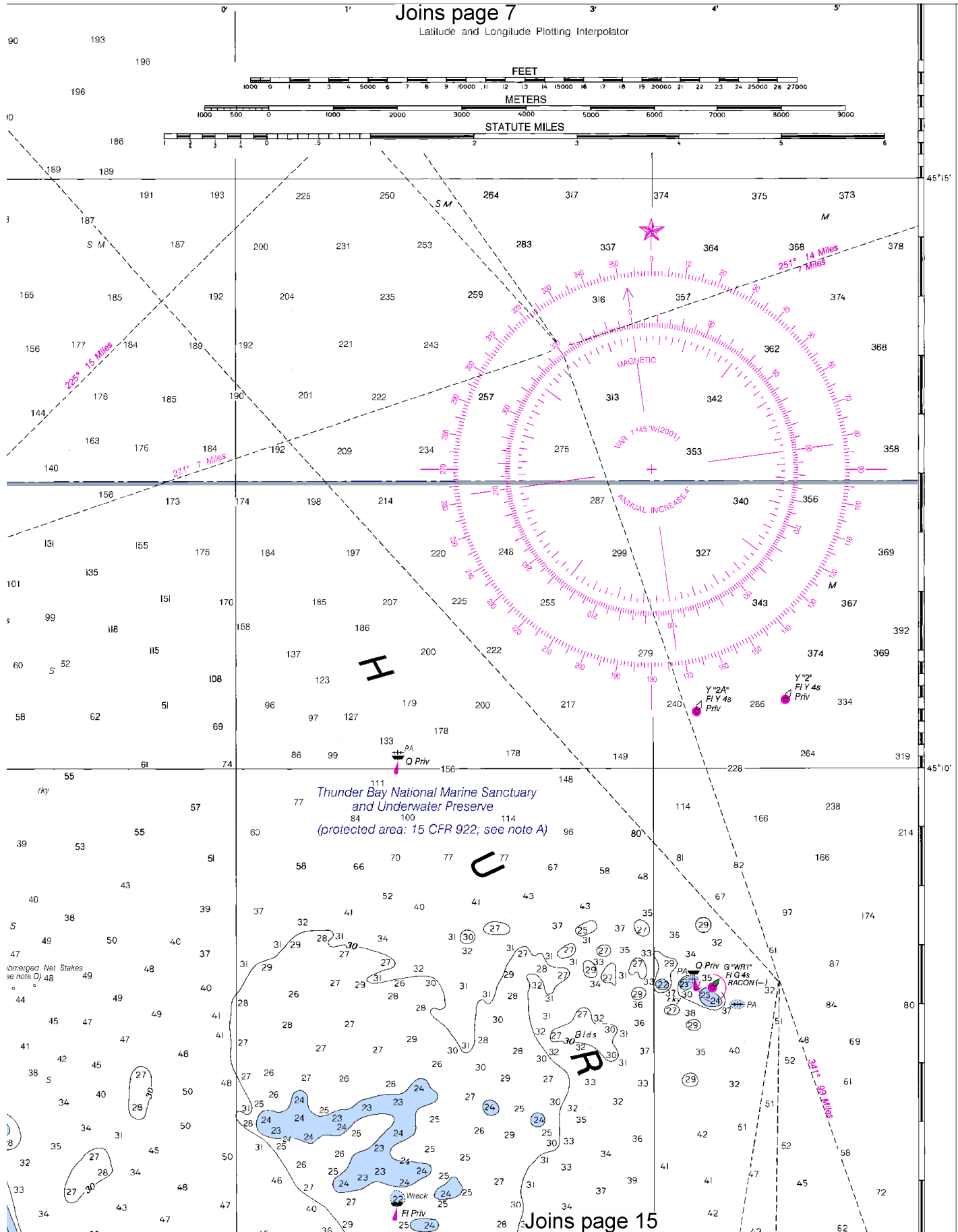
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North

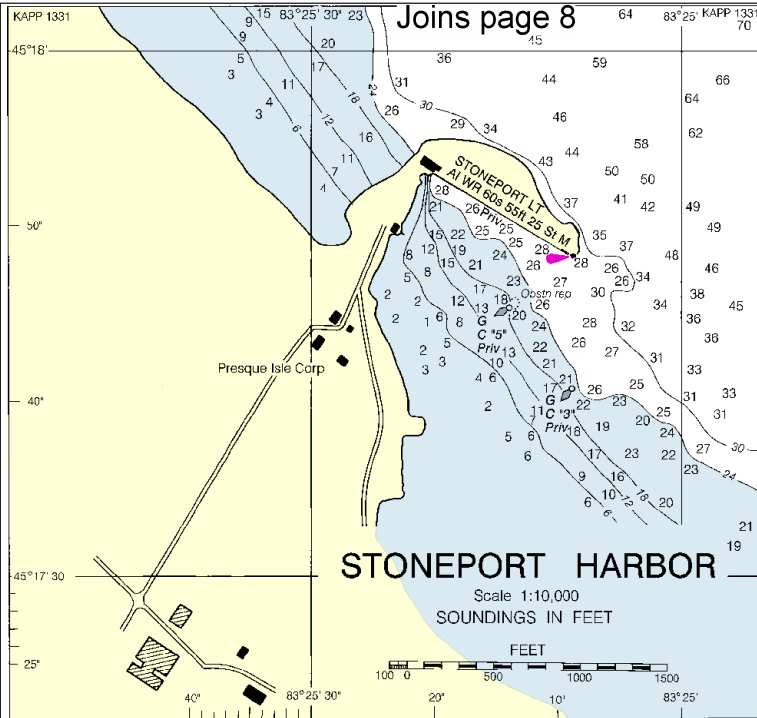


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Latitude and Longitude Plotting Interpolator



Joins page 15



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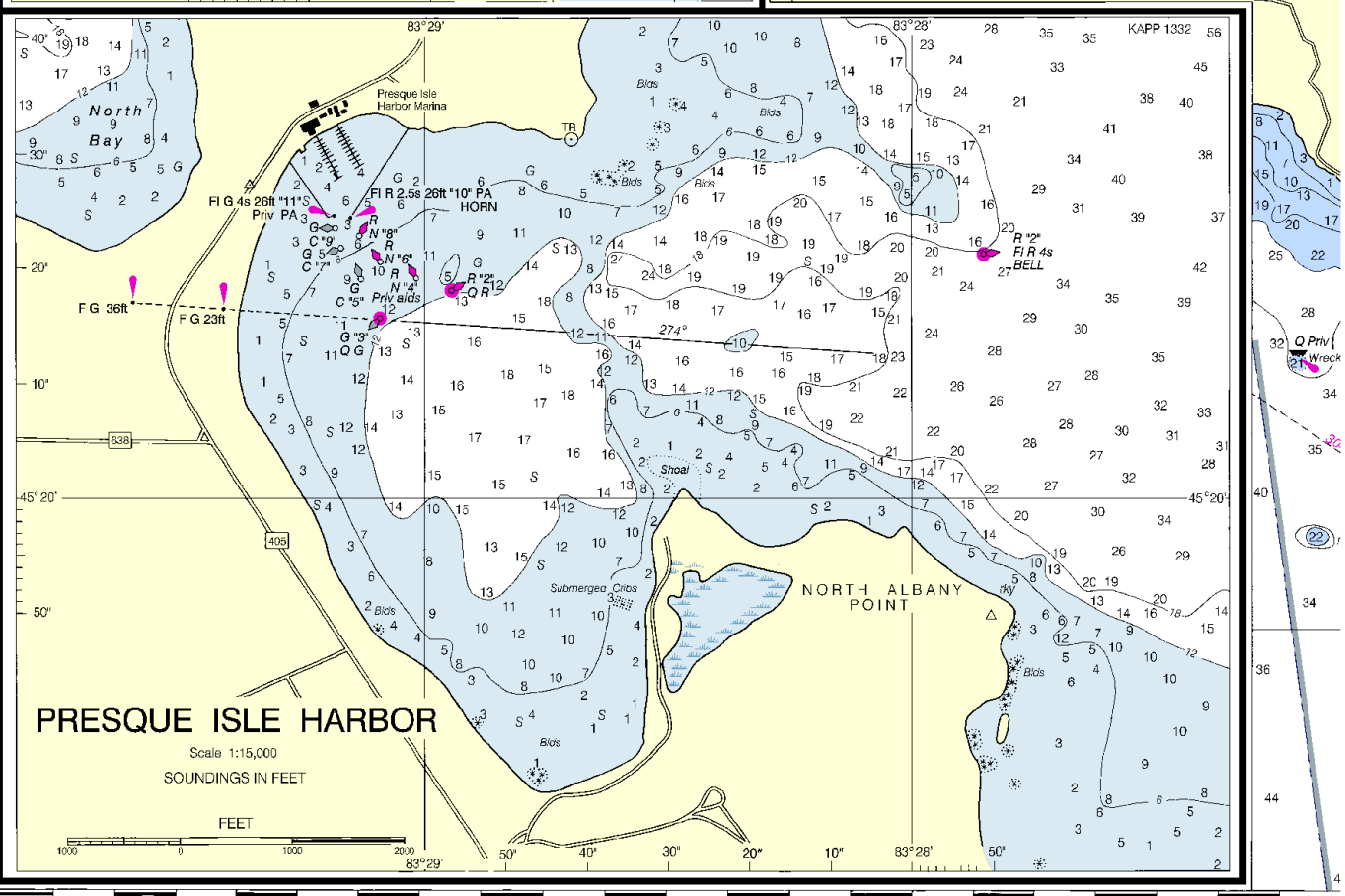
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)



26th Ed., Dec. 01/01

14869

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

NATIONAL

12

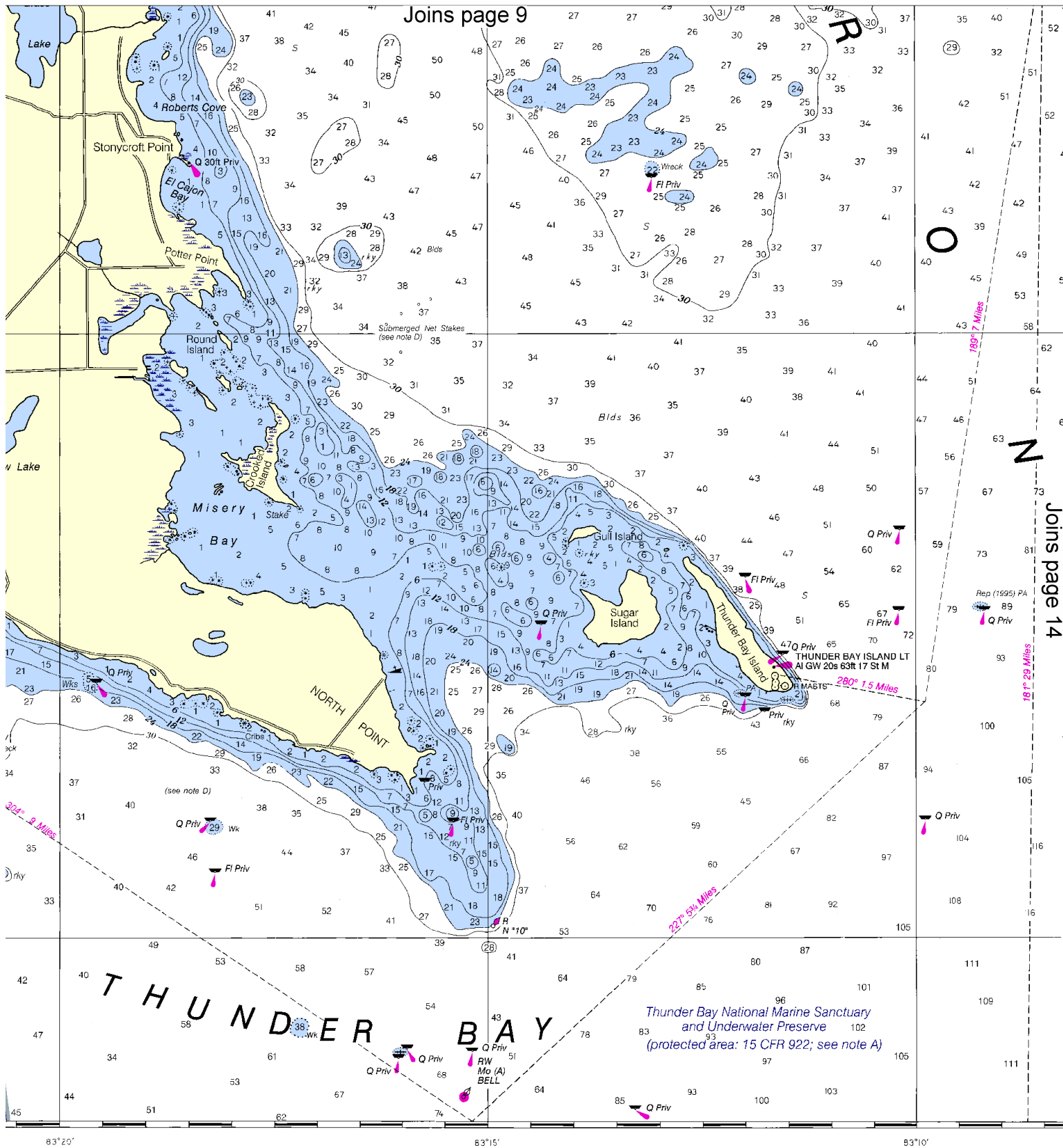


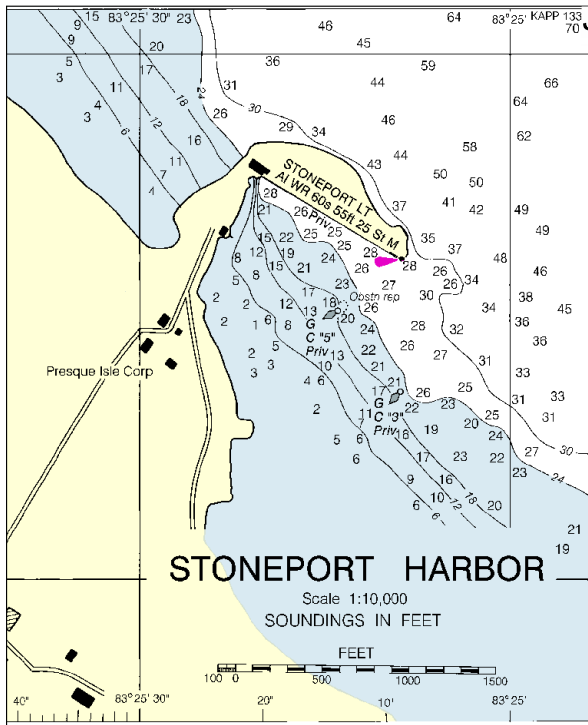
Printed at reduced scale.

SCALE 1:60,000
Nautical Miles

See Note on page 5.







Joins page 10

WARNING

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⊙ (Accurate location) ◌ (Approximate location)

A

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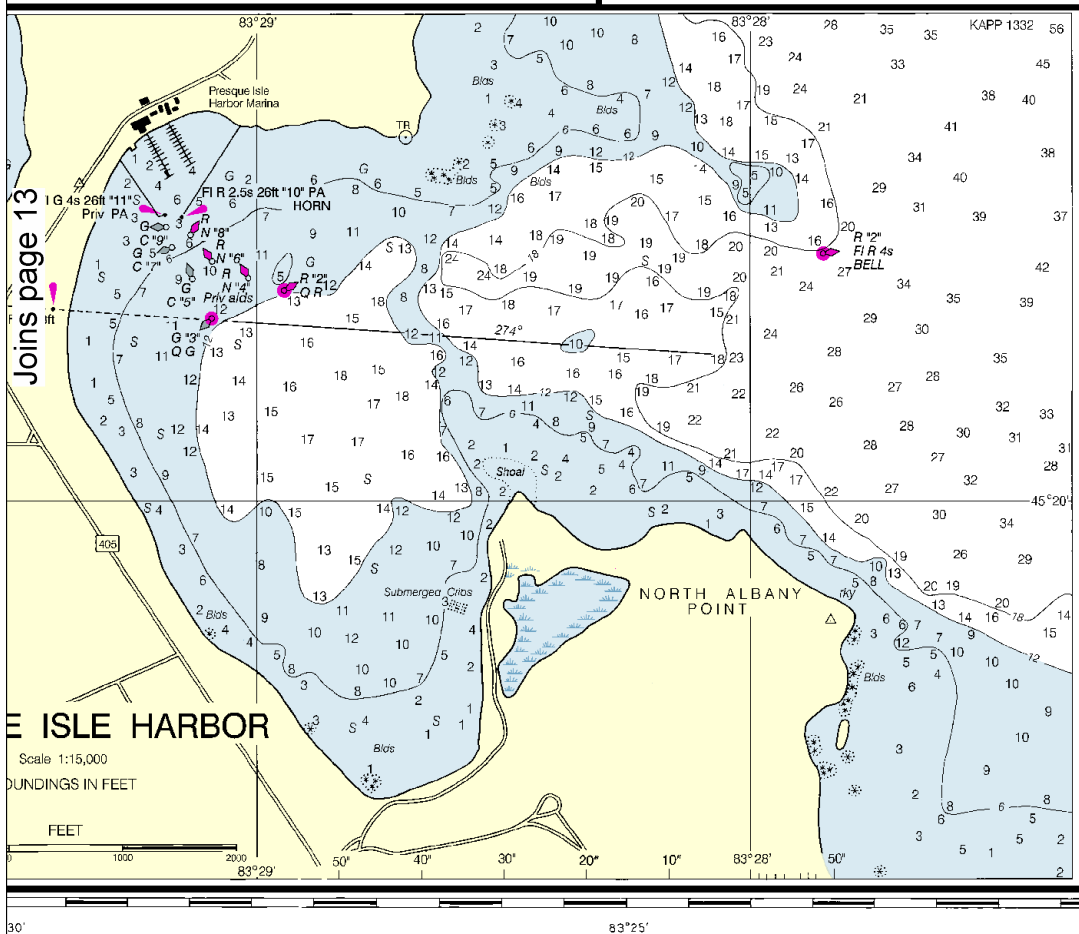
Elbow Lake

Stonycroft Point

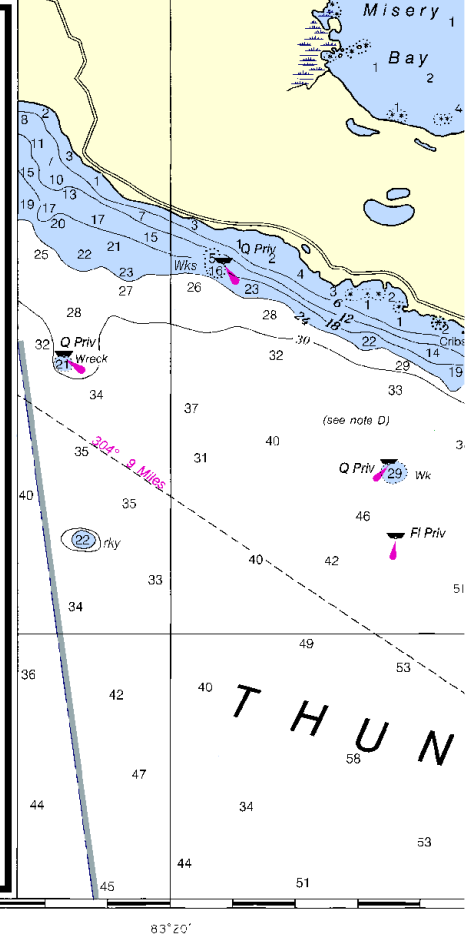
Potter Point

Round Island

Misery Bay



Joins page 13



CAUTION

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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

14



Printed at reduced scale.

SCALE 1:60,000
Nautical Miles

See Note on page 5.





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Sault Ste Marie) – 906-635-3236

Coast Guard Search & Rescue (Detroit) – 313-568-9524 or 313-568-9560

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

